

CONSTITUTION AGAIN WINS.

BEATS RELIANCE ON TIME ALLOWANCE BY SMALL MARGIN.

New York, R. I., July 20.—The Constitution won again to-day in the race from Sarah's Ledge to Brenton's Reef lightship. She finished after the Reliance and on actual time was beaten by the Reliance by 1 minute 29 seconds, but the Reliance had to allow 2 minutes 25 seconds to her, and with this allowance, the Constitution wins. This gives her two races for the series prize offered by Vice-Commodore Walters and the Reliance has won one. The Columbia was beaten by the Reliance 10 minutes 54 seconds. She gets an allowance of about 4½ minutes. The distance sailed was forty miles and the wind was blowing about ten miles an hour.

They had a close race until clear of Race Rock and the Reliance and Constitution held well over toward Gull Island before they tacked, and then the wind headed them, making it again a close race. When off the eastern end of Fisher's Island, the wind went to its original quarter and they were able to start sheets a little and fetch the whistling buoy off Point Judith. From there in it was a broad reach.

The Reliance crossed the starting line in the lead and in the weather position, but the Constitution sailed faster than the new boat and pulled ahead when off Race Rock she was able to force the Reliance astern and she held the weather position until the course was more than half sailed. At the whistling buoy the Reliance led by only 1 minute 14 seconds. This was thirty-three miles from the starting point and on the broad reach of seven miles the new boat gained 15 seconds more.

The race was an interesting and exciting one from the start and it shows that the Constitution with her new suit of sails is much better trim than she was earlier in the season. The conditions were such that the Reliance has won her best speed under. The wind was steady and of sufficient strength to heel the boats to their leeward and the sea was smooth. When off Point Judith they encountered the usual roll, but it did not bother the yachts at all. The tide was fair.

The harbor start was made at 8:30 o'clock and the preparatory signal was made by the Regatta Committee at 9:45. The cruising classes were sent off first and at 1:15 the preparatory signal was given for the two boats. They had sailed about the line without bothering each other very much, and when the starting gun sounded, the Reliance was at the committee boat or western end, and the Constitution near the eastern end and the Columbia midway between the two. The boats crossed on the starboard tack at 10:30:38, and at once took the port tack. The Constitution took the port tack first, crossing and sailing at 10:30:51. The Columbia crossed on the starboard tack at 10:31:02 and she took the port tack at once. This made the Reliance in the weather position and the Constitution well to leeward.

The tide was running to the east and the Constitution was where she could benefit most by its strength, and she at once began to foot sail and haul out on the Reliance. The course was southeast half south to Race Rock, and the wind was from the south southeast and was blowing about six miles an hour. When half way to the rock the Columbia made a hitch of about three minutes and she was able to tack close under Race Rock at 11 o'clock. The Reliance also made a hitch, but the Constitution and Reliance held well to the south before they tacked and the Reliance was the first to be put about. She was then on the starboard tack and drove toward the Reliance on the port tack. (Capt. Barr, seeing that the Constitution had the better position, tacked and stood to the east under the lee bow of the Constitution.)

The course from Race Rock to the whistling buoy off Point Judith is east ½ north, and the distance 20 miles. The wind had backed to the east southeast and it was a close race for the Constitution and Reliance and the Columbia had to make two or three tacks to get out from Fisher's Island to the shore. The Constitution had up a baby jib topsail and the Reliance had up a smaller one. It was expected by all who have followed the Reliance that the Constitution would soon draw away from the Constitution and take a commanding lead, but to everybody's surprise, the Constitution drew ahead and the Reliance was forced to drive the Reliance off in order to keep the Constitution from getting far enough ahead to blanket the new yacht.

At 12:45 the Reliance was at the eastern end of Fisher's Island. The Constitution was holding her position with the Reliance to leeward and the Columbia still under her lee. Watch was kept by the Reliance by the Constitution and the Reliance, with the Constitution still holding the weather position. When the Reliance bore off the Constitution bore down on her and she will in the end be on the starboard tack. Then the wind hauled to the south southeast and the Reliance changed her tiny jib topsail to the same size as that carried on the Constitution.

Sheets were eased just a little and they were able to lay their course to the whistling buoy. Then the Reliance sailed at a sure-footed gait and when Capt. Barr got her sailing fast enough he began to nip her up in the wind. Naves Point was passed at 1:00 o'clock. Then the wind freshened and it was about 1½ miles from shore. It had been freshening since the yachts reached the Race Rock and the Columbia had been carrying a much better wind than the other two. At 1:24:15 the Reliance was in a position about a fifth of a mile ahead of the Constitution, but she could not shake that lead off and it was apparent that unless she did some remarkable sailing she was lost. Point Judith loomed up and the first of steamers accompanying the racers were speeding toward the finishing line. The Reliance passed the whistling buoy off Point Judith at 1:20:05. Her baby jib topsail was run down at once, and as soon as the crew started to work on the sail the boat on the Constitution ran that boat's head down.

Number one jib topsails were sent up and the Constitution broke her out as she passed the buoy at 1:21:35. The Reliance was 31 seconds later and the Reliance had gone that distance in 2 hours 49 minutes 20 seconds. The Constitution's time was 2 hours 50 minutes 49 seconds, and the Columbia's time 2 hours 58 minutes 45 seconds. The Reliance, up to that point, had averaged 11.88 miles an hour and in actual distance was about a quarter of a mile ahead.

It was a broad reach to the finishing line seven miles away, and forestaysails were taken in and balloons set in their place. The Reliance crossed the finishing line at 1:53:36. There was silence in the fleet and the yacht's men counted off the seconds as they elapsed until the Constitution crossed at 1:55:05. The old boat was only 1 minute 29 seconds behind in elapsed time, allowing for the fifteen seconds the Reliance started ahead at 2:07:36. It had taken the Columbia 31 seconds to reach the seven miles from the whistling buoy; the Constitution, 37 minutes 46 seconds and the Columbia, 38 minutes 11 seconds.

On elapsed time the Reliance beat the Constitution by 1 minute 29 seconds and the Columbia by 10 minutes 54 seconds. The smaller class of yachts were started at 9:55 o'clock from the line at Sarah's Ledge near New London. The Edin led the fleet across the line followed by the Mira, Cosack, Mimosa II., Queen Mab, Effort, Iso-

Challenge, Katonah, Aspirant, Petrel and Santa. The Aspirant on the starboard tack was nearing the committee boat end of the line as the Santa was crossing on the port tack. Aspirant had the right of way, but the Santa held on her course, and tried to avoid a foul the Aspirant gave way. The wind was very light then and before the Aspirant could fill away on the port tack the end of the Santa's bowsprit caught the mainsail of the Hanan boat and tore away the lacing from the boom. The Santa swung the Aspirant completely round and when she got clear she was on the starboard tack again. Then the raw Petrel on the port tack forced the Aspirant to give way to avoid another foul. The Aspirant set a protest flag and went on repairing the damage as she moved.

On the next signal Vigilant and Westmore crossed and the 70-footers Neola and Westmore got into trouble. These two yachts were heading for the committee boat end of the line just before the time for the starting gun. Both were a little too soon, but they could not bear away at the line, because the Isola was under the Westmore's lee. Mr. Pynchon had tried to send the Neola in between the committee boat and the Westmore to get the weather position. Both were on the port tack. The Westmore was close under the bowsprit of the steamer Riviera and Mr. Pynchon shouted for room, seeing that the Neola was in a bad position and could not give way without fouling the Isola.

"Clear the steamer!" was shouted from the deck of the Riviera, but before the Neola could do so her port motor backstay caught on the bowsprit of the Riviera and the topmast was pulled out of the racing line. The Neola then bore away to clear the Riviera, and her topmast backstay caught in the port port preventer backstay of the Westmore. Both yachts were hung up, but as the Neola's topmast had gone, the stay cleared itself. The Neola went back to the harbor to repair and the Westmore recrossed the line and set a protest flag.

The table follows:

Boat	Start	Finish	Elapsed Time	Corrected Time
Reliance	10:30:38	1:53:36	2:22:58	2:22:58
Constitution	10:30:51	1:55:05	2:24:14	2:24:14
Columbia	10:31:02	1:53:36	2:22:34	2:22:34

BOATMEN—CLASS A.
 Result: Reliance, 10:30:38; Constitution, 10:30:51; Columbia, 10:31:02.
 BOATMEN—CLASS B.
 Result: Reliance, 10:30:38; Constitution, 10:30:51; Columbia, 10:31:02.
 BOATMEN—CLASS C.
 Result: Reliance, 10:30:38; Constitution, 10:30:51; Columbia, 10:31:02.

BOATMEN—CLASS D.
 Result: Reliance, 10:30:38; Constitution, 10:30:51; Columbia, 10:31:02.
 BOATMEN—CLASS E.
 Result: Reliance, 10:30:38; Constitution, 10:30:51; Columbia, 10:31:02.

DISCUSSING THE DAVIS CASE.

National League Delegates Trying to Straighten Out the Tangle.

The meeting here yesterday of the National League baseball magnates was one of long-drawn-out sessions and up to a late hour unproductive of any actual development in the untangling of the snarl in which the league is involved as a result of the case of George Davis.

The meeting yesterday was scheduled for 11 o'clock in the morning, but the magnates did not go into session until the afternoon was well advanced. There were present: President P. B. Donohue, St. Louis; Harry E. Felt, Chicago; Hermann and Fleischman, Cincinnati; Dr. Charles F. Bennett, Boston; Pottery, Philadelphia; Brush, New York; and Van der Horst, Hanlan and Ebbels, Baltimore.

The first session lasted from 4 until 8:30 o'clock, and again at 9:30 the delegates met. The meeting was held at the Hotel Waldorf-Astoria, and the delegates were seated in a large hall. The meeting was held in a large hall.

AN AUTO MATCH OF INTEREST.

A Duplicate of Jenatz's Cup Winner, the Moores' Car and Another to Race.

A three-cornered match of exceptional interest was concluded yesterday by the run off on Saturday at the Continental track of a duplicate of the Jenatz's Cup winner, the Moores' car, and another to race.

Osborne W. Wright consented to match his 60 horse power Mercedes racing car, which is the only one of its kind in this country and is a duplicate of the Jenatz's Cup winner, against a car brought to this country by R. L. P. Moores used in the cup race. The contest will be held at the Continental track on Saturday.

The Philadelphia team to play cricket in Scotland and Ireland.

Special Cable Despatch to THE SUN.
 LONDON, July 20.—The American cricketers have again reached London and are quartered at the Victoria Hotel, where they will remain until the conclusion of their tour. They will play cricket in Scotland and Ireland.

WATERBOY OR MCCHESNEY?

WHO WILL WIN GREAT MATCH TO BE RUN TO-MORROW?

Contest Almost Unique in the History of the Turf—Best of the West Pitted Against Eastern Champion—Records of the Two Noted Thoroughbreds.

So much has been printed concerning the encounter between Waterboy and McChesney at Brighton Beach to-morrow that it seems almost impossible to ring any new changes. It is a fact, however, that not since the days of the Freehand-Miss Woodford match has there been such sectional enthusiasm manifested. True, we have had matches here that created endless speculation and comment—Salvator and Tenny, Dobbins and Domino, Ethelbert and Jean Beraud and others—but they settled nothing but a question of superiority between two horses who had seen each other, more than likely, almost every day, had raced on the same tracks, and possibly beaten each other. In fact, it was for one or all of those very reasons that the matches were made. But there was no sectional supremacy to be fought out and established, as was the case when Miss Woodford travelled clear to St. Louis to measure strides with Freehand. Even the American Derbies have established nothing in particular, from the time of the memorable meeting between Proctor and Knott and Spokane, and the frenzied betting which marked it, down to the time when Hono, Peacock and Arsenal made the trip to Chicago, and were returned with the brand of the "also ran."

This meeting of McChesney and Waterboy, the West against the East, a fair field and no favor, equal ages, equal weights, and the opportunity given to each horse

to run as suits him best, according to his trainer's theories. Both horses will be fit, and the conditions call for the track and weather to be likewise likeable.

In saying this is the East against the West it is not overlooked that Waterboy is a California born and bred. But this is his home, here is the scene of his training; he has never seen a Western track. The opposite is true of McChesney. Never before has he ventured in this direction. The West is his place of abode; he is the Western horse above all others, and the idol of the Western race goers from New Orleans to Washington Park. And deservedly so; for a gamer horse never carried around a set of racing plates.

As to the question of gameness there is a prevalent idea that the get of Watercress have the "yellow streak" somewhere, and instances of it have been pointed out in the running of Nasturtium, Watercolor and Yellow Tail, three of his most prominent sons, aside from Waterboy. But, as he himself has shown no evidence of it, that phase of comparison need hardly be discussed. As for McChesney, he has proved his gameness time and time again under the most adverse circumstances.

Both horses are unusually large, both built for carrying weight, and in Waterboy's case it is presumed that as he has done it once and won he can do it again. McChesney has done it a dozen times, and won.

As for speed—well, the race is not always to the swift. Waterboy has run the fastest mile and a quarter ever clocked, officially. McChesney is a horse of phenomenal speed, and of him it is said he can run the fastest last quarter of a mile in a race that ever was run. It is the judges' hand, however, upon the numbers, at the end of the last quarter.

Still, if Waterboy is so far ahead when the last quarter begins that it doesn't make any difference how fast McChesney comes, he gets the brackets. But if "Big Mac" is within striking distance at the head of the stretch, on the other hand, it would appear as if it made no difference how fast the first mile has been done.

And these uncertainties are what make the greatest match race of the last twenty years so interesting.

The records of the horses are given herewith.

Waterboy.
 Track, Date, Condition and Race. Dis. Carried. Jockey. Fin. Time. Starters. Remarks.
 1901.
 Sheepshead, July 1, fast, 2-yr-olds, 5-1 1/2 f. 115 Littlefield 4 1 07 5-8 B'n by Bonner.
 1902.
 Morris Park, May 8, heavy, 3-yr-olds, 5-1 1/2 f. 110 Wonderly 1 08 8 Outclassed field; won driving.
 Morris Park, May 8, fast, Larchmont, 7 f. 122 Wonderly 1 28 3-4 B'n by Bonner.
 1903.
 Gravesend, June 3, fast, handicap, 1-1 1/8 m. 111 O'Neil 2 14 7 B'n easily by Dublin, 5, 14 1/2 lbs.
 Sheepshead, June 22, slow, 3-yr-olds, 5-1 1/2 f. 111 Odom 1 42 1-5 8 Easily beat Fire and Onit.
 Sheepshead, July 2, fast, Sub. Ren., 1-1 1/4 m. 112 Odom 1 20 4-5 7 Won easily by Leah.
 Brighton, July 8, fast, Bright, H.P., 1-1 1/4 m. 124 Odom 1 20 8 1-5 10 By slightly urged.

McChesney.
 1901.
 Latonia, May 14, fast, 2-year-olds, 4 1/4 f. 108 Wedderburn 3 58 3-4 8 Beaten 3/4; had rough journey.
 Latonia, May 14, fast, 2-year-olds, 4 1/4 f. 108 T. Knight 3 58 1-2 9 Beaten 1/2; had rough journey.
 Hawthorne, June 5, fast, 2-year-olds, 3 1/2 f. 102 T. Knight 3 58 1-2 9 Beaten 1/2; had rough journey.
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KING STARTS FOR IRELAND.

POPE'S DEATH WILL PROBABLY AFFECT HIS VISIT.

Some Inclination to Take Advantage of This Event to Make the Welcome Lukanarm—Archbishop of Dublin Is Not in Sympathy With This Movement.

LONDON, July 20.—King Edward, Queen Alexandra and Princess Victoria left Buckingham Palace this morning for Ireland. Their Majesties looked well. The King, who wore the uniform of an Admiral, had a popular reception on the route to Euston station.

The King and Queen are passing the night at Holyhead on board the royal yacht. They will proceed for Kingstown in the morning.

It is not yet known how the death of the Pope will affect the royal visit. It is regarded as certain that the King will not fail to recognize in some way the passing of the spiritual head of a majority of the Irish, but as the Pope was not the ruler of a temporal State, royal etiquette does not demand the cancellation of the visit of any public function.

It is indeed apparent from tonight's telegrams from Dublin that any curtailment of the King's programme will be most unpopular there. A rumor spread this evening that the visit had been countermanded, and the effect upon the people was said to have been an intense feeling of depression, which was only removed when the rumor was contradicted.

It is not to be supposed that devout Catholics are indifferent to the death of the Pope, but the long anticipation of the event has had its natural effect and the visit of the sovereign, with the accompanying festivities, will be such an unusual occurrence in the humdrum life of the Irish capital that a cancellation of the visit would cause deep disappointment.

The decoration of the streets and the experimental illumination drew such crowds, despite the news of the Pope's death, that traffic was almost impossible. It is expected that the gala performance at the Theatre Royal will be cancelled, and perhaps also some of the minor functions, while it is certain that many Catholics will go into mourning and will consequently absent themselves from all the ceremonies.

Archbishop Walsh, replying through his chaplain to an inquirer, said that he did not think the arrangements would be altered. Even their Majesties' visit to Maynooth College will not be abandoned, as the visit will be a private one. The Archbishop, however, had not then received official notification of the Pope's death and had not considered the matter.

DUBLIN, July 20.—Archbishop Walsh has sent a circular letter to the clergy of this diocese requesting that they offer masses for the repose of the soul of the Pope. He exhorts the flocks to pray, therefore, and suggests July 27 as a convenient day for a universal requiem. He appoints July 31 as the date for celebrating high requiem mass at the Pro-Cathedral.

It is noteworthy that these dates are subsequent to the close of the King's visit. The attitude of the exalted clergy is more than favorable toward the King. Archbishop Walsh will receive his Majesty and present an address to him. Indeed, there is no sign in any Catholic quarter that the royal visit will be shorn of any essential ceremonial.

The King's recent visit to the Pope is regarded as evidence that his personal regret for his death will be deep and genuine, and it is realized that he will certainly give suitable public expression thereto. Catholics, moreover, feel that the Pope would have been the last man to desire, for merely personal reasons, to injure the prospects of a visit so pregnant with possible good for Ireland. This view will be expressed to-morrow by one of the most important Nationalist and Catholic newspapers.

Decorations will doubtless be absent from many buildings which otherwise would have displayed them. This will be so in the case of the Roman Catholic University and the other religious establishments, but several dignitaries of the Church have expressed the hope that the visit to Maynooth College, which is the most interesting engagement of all for Catholics, will not be postponed.

On the other hand, there are signs in certain political quarters of a desire to use the Pope's death to emphasize the recent hostility shown toward the royal visit, but there is nothing to indicate that such a movement will be taken up by the great mass of Catholics.

ARMS FOR NON-UNION MEN.

Permits to Carry Revolvers Given to a Contractor's Men in Harlem, Ill.

CHICAGO, July 20.—Revolvers will be carried by non-union carpenters in Harlem hereafter, for protection against union pickets. To-day H. Zahn, a Harlem contractor, received a permit from the Village Board authorizing him to provide his carpenters with weapons. The permits were issued on a sworn statement from Zahn that his workmen had been threatened with violence by pickets from the carpenters' union.

A few weeks ago Zahn's union carpenters went on a strike, and since then he has been trying to get rid of the several buildings with non-union workmen. He is the only contractor in Harlem who does not recognize the union.

ACCUSE VENEZUELA.

Claimants Say That Courts Are in Castro's Power.

Special Cable Despatch to THE SUN.
 TRINIDAD, B. W. I., July 20.—News has been received here from Venezuela to the effect that President Castro has brought suit in the Federal Court at Caracas against an American steamship company to recover damages for alleged breach of contract in the navigation of the Orinoco River. The company itself has a claim before the United States-Venezuelan mixed tribunal for a large sum from Venezuela for the cancellation of the navigation contract in question.

It is understood to be the purpose of Venezuela to compel the company to try out the questions involved before local tribunals and in this way evade strict terms of the protocol between the United States and Venezuela, which provided that the claims of Americans should be determined by the mixed commission in accordance with the principles of equity and justice, without regard to objections of a technical nature or the provisions of local legislation.

The courts of Venezuela are notoriously subservient to the will of President Castro, and it is suggested that it is the purpose of Venezuela to procure judgment against the company before the local courts, which to offset any award in favor of the company that may be made by the international commission.

Something of the same sort occurred recently in connection with the claim of Del Rio Bros., Mexicans, against Venezuela. This claim was to have been submitted to a mixed commission for determination, but in order to usurp the jurisdiction of that tribunal and hinder matters a Venezuelan court gave judgment in favor of the claimants for a small amount two days before the mixed commission convened.

It is reported that the Orinoco River Company cannot procure lawyers to take up the case, all being afraid of the power of the Executive.

STEEL TRUST PLANS.

To Try to Secure an International Agreement on Prices of Rails.

Special Cable Despatch to THE SUN.
 BRUSSELS, July 20.—Representatives of the steel trust are expected here in order to discuss the adoption of a common price for rails. They will negotiate on the same subject with English and German steel makers, and will endeavor to organize an international rail syndicate on American lines.

TORPEDO BOAT HITS YACHT.

The Winslow and Mr. Ward's Yacht in Collision in Newport Harbor.

NEWPORT, R. I., July 20.—There was a collision in the harbor this evening between the torpedo boat Winslow and the schooner yacht Clytie in which both suffered more or less injury and indirectly the accident resulted in the crippling of the Winslow. The schooner yacht was injured by one of the crew of the latter. The torpedo boat Winslow had been loaded with supplies at the torpedo station to be taken to the training ship Hartford, and was at sea off this port. She prepared to leave the harbor as the fleet of the New York Yacht Club was coming in.

The Winslow, which was the south end of the fleet, where she encountered the Clytie, owned by Henry C. Ward of New York. The Clytie was trying to make a harbor in the night and in the effort to keep out of her way the Winslow was crowded well in toward the shore.

Finally, seeing that there was danger of the Winslow going aground, the torpedo boat was stopped and the two came together. The headgear of the Clytie was carried away and the Winslow lost her after smokestack. Her military mast was broken by the blow and her protection chests washed overboard. The headgear of the schooner put a hole in the Winslow's starboard side. The lost stack was torn loose and the Winslow was injured by one of the crew of the latter. The torpedo boat Winslow had been loaded with supplies at the torpedo station to be taken to the training ship Hartford, and was at sea off this port. She prepared to leave the harbor as the fleet of the New York Yacht Club was coming in.

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SLEUTHS ARREST MANAGER.

Say Fred Schulte and H. Clark Were Making a Handbook.

Policemen Armstrong and Mooney, who are the star sleuths of Capt. O'Connor of the Tenderloin, arrested Harry Clark and Fred Schulte at the corner of Thirty-first and Sixth, avenue yesterday and locked them up on the charge of making a handbook.

The sleuths say they saw a messenger boy give Schulte money, which he gave to Clark. On this they based their idea that the two men were making book.

It was learned last night that Schulte is the manager of the telegraph and messenger office at Thirty-second street and Broadway and has held the place for ten years. The men at the office said that the transaction was a legitimate one and that the detectives had made a mistake.

THE BEDFORD BABY IS DEAD.

LEAVING THE WIDOW OF GUNNING S. NO RIGHT TO SUE.

Even as the Guardian of an Illegitimate Child of Her Late Husband She Has No Standing in Court Now That the Child Is Dead—Gets the News in Cipher.

Mrs. Gunning S. Bedford, who arrived here from Havre on Sunday with the avowed purpose of beginning a fight for her late husband's property, learned yesterday through a cable despatch from her agent in France that the baby she tried unsuccessfully to pass off in England as hers and Bedford's, died last Tuesday in Paris.

The despatch, which was in cipher, was handed to her when she left the steamship, but she had mislaid the code and the message was not translated until yesterday morning. When a SUN reporter saw her in the evening, Mrs. Gunning looked sad and careworn. She declined to talk about her intentions in regard to the Bedford estate.

In an interview earlier in the day Mrs. Bedford was quoted as saying that the so-called Bedford baby had been born to a stenographer in a French hotel and that her husband was the child's father. Her husband and she had adopted the baby, she said, and when Bedford was dying she had promised him to care for it.

The lawyers for the five women heirs to the Bedford estate do not now take Mrs. Bedford's talk of beginning a fight for her property seriously. Tompkins McVaine, attorney for Mrs. Mary E. Wright, said yesterday that Mrs. Bedford has no claim to anything more than a \$10,000 legacy left to her as young Gunning S. Bedford's wife in the will of the young man's uncle, Judge Gunning S. Bedford.

As the guardian of a deceased illegitimate child of Bedford, she could have no standing in any court.

MEXICAN OFFICER GETS A BRIDE.
 But He Stays Away From Her Father, Who Keeps His Daughter Home.
 ELIZABETH, N. J., July 20.—Miss Eva Kempf, the sixteen-year-old daughter of Mr. and Mrs. H. Kempf, was married yesterday to Lieut. Nicolas Varela, a member of the Mexican Naval Commission. She says the ceremony was performed at a Protestant Episcopal Church. She thinks it was the Little Church Around the Corner in New York.

The marriage was performed in direct opposition to the young woman's father. Lieut. Varela is 34 years old. He is here as a member of the naval commission representing the Mexican Republic to inspect the work on the Mexican boats being constructed at the Crescent shipyards.

The Lieutenant and Miss Kempf, both of whom are musicians, met about eight months ago. Her parents objected to a marriage; but the commission is to return to Mexico in September, so the officer and his bride were married at the station, where the step without the parental blessing.

Yesterday, under the guise of taking a trolley ride with some girl friends, Miss Kempf went to the railroad station, where she met her gallant lover, and they took the train for New York and were married. This morning the young wife told her mother, who had her husband and she was surprised. Lieut. Varela is confining himself to the commission's quarters, trusting that the wrath of his in-laws will subside.

As the guardian of a deceased illegitimate child of Bedford, she could have no standing in any court.

It was said at the Little Church Around the Corner last evening that Miss Kempf and the Lieutenant were not married there.

FINED \$1,000 FOR PENONCE IN ALABAMA.

MONTGOMERY, Ala., July 20.—In the United States Court to-day Fletcher Turner, charged with penonage, pleaded guilty and was fined \$1,000.

KENNEDY'S STORE.
 12 CORTLANDT ST.
 5.00 and 6.00 Oxfords at 2.69.
 Odd sizes, new shapes; reduced to close out quick.
 6.00 Oxfords, 3.98.
 Herring bone shanks.
 4.08 and 5.08.
 Suede Oxfords.
 Made like \$10.00 and \$12.00 custom shoes.

All Straw Hats Reduced.

2.40 Hats 95c.

English split Sen-

nit and Porto Rico

braids.

Alpine shapes in

Porto Rico, Manila

and Mackinaw; worth

\$3.00.